

Claims:

1. A method for controlling an internal combustion engine (10), wherein
 - the air fed to the combustion chambers of the internal combustion engine (10) is precompressed by means of a boosting device (25, 26),
 - the valve overlap of the gas exchange valves of the internal combustion engine is set by means of a variable camshaft displacement,
 - the quantity of fuel (MFF) requiring to be injected for homogeneous operation of the internal combustion engine (10) is determined and injected directly into the combustion chambers of the internal combustion engine (10),
 - the quantity of fuel to be injected (MFF) is divided into two partial quantities (MFF_1, MFF_2),
 - a first partial quantity (MFF_1) is injected into the intake stroke and a second partial quantity (MFF_2) is injected into the compression stroke,
 - the ratio with which the two partial quantities (MFF_1, MFF_2) are divided is determined as a function of the load range of the internal combustion engine (10), characterized in that
 - when the internal combustion engine (10) is operating close to full load the valve overlap is set in such a way that fresh air is flushed toward the exhaust gas side of the internal combustion engine and the ratio with which the two partial quantities (MFF_1, MFF_2) are divided is determined via the ratio (TE) of the mass of air (M_{cyl}) remaining in the cylinder of the internal combustion engine (10) to the total mass of air ($M_{cyl} + M_{scav}$) taken in during a working cycle.

2. The method as claimed in claim 1, characterized in that the quantity of fuel (MFF_1) to be injected into the intake stroke is obtained through multiplying the total quantity of fuel (MFF) by the ratio (TE) of the mass of air (M_{cy1}) remaining in the cylinder of the internal combustion engine (10) to the total mass of air ($M_{cy1} + M_{scav}$) taken in during a working cycle.

3. The method as claimed in claim 1, characterized in that the quantity of fuel (MFF_2) to be injected into the compression stroke is obtained through forming the difference between the values for the total quantity of fuel (MFF) and the quantity of fuel (MFF_1) to be injected into the intake stroke.

4. The method as claimed in claim 1, characterized in that the value for the end-of-injection instant (EOI_1) is determined as a function of the mass of air (MAF_KGH), the engine speed (N) and the fuel pressure (FUP).

5. The method as claimed in claim 1, characterized in that when knocking combustion occurs in a cylinder of the internal combustion engine (10) the ratio with which the two partial quantities (MFF_1, MFF_2) are divided will be changed for the individual cylinder.

6. The method as claimed in claim 5, characterized in that the quantity of fuel ($MFF_{2_{cy1_x}}$) injected into the compression stroke will be increased and the quantity of fuel ($MFF_{1_{cy1_x}}$) injected into the intake stroke will be reduced.

7. The method as claimed in claim 1, characterized in that the air is precompressed by means of an exhaust gas turbocharger.

8. The method as claimed in claim 1, characterized in that the air is precompressed by means of a compressor driven directly or indirectly by the internal combustion engine.

9. The method as claimed in claim 1, characterized in that the air is precompressed by means of an electrically driven compressor.

10. The method as claimed in claim 1, characterized in that the camshaft is displaced continuously.

11. The method as claimed in claim 1, characterized in that the camshaft is displaced in stages.